SAILOR PRINCE HIGH ALOFT

WILHELM SEES NEW YORK FROM THE SINGER TOWER.

He Climbs to Twenty-ninth Story Only and Is Glad to Find There a Swedish Englneer Who Helped Design Skyseraper -Visits a Sick Sailor in Hospital.

Wilhelm, Duke of Sedermanland, started vesterday with a trip to the bedside of a sick Swedish sailor and ended it by applauding ragtime songs at Sherry's. Sandwiched in between were a trip down the Bowery, a visit to the twenty-ninth floor of a half finished skyscraper and a banquet given in his honor by John Aspegren, president of the Swedish Chamber of Commerce.

After having shot the chutes at Coney on the night before it was hardly to be expected that the Prince would get through the day's programme without at least exasperating the bicycle cops who are looking for auto speeders. One of the policemen stopped the Prince's machine while he was on his way to the sick sailor in Roosevelt Hospital and warned the driver to be

John Anderson Pearson, an able seaman who is laid up in the hospital. He fell overboard from the Fylgia, which is anchored off the foot of West Eighty-fourth etreet, late Wednesday night. He was in the water for several minutes before he was rescued. He was taken to Roosevelt Hospital unconscious, and the doctors have not been able to bring him entirely to his senses yet. His case was complicated by single pneumonia.

The Prince expressed a desire to visit the hospital as soon as he heard of the accident vesterday morning. It was, however, after 1 o'clock in the afternoon when morning hours had been taken up by his correspondence.

Pearson was in public ward 2 with about twenty-five other patients. The Swedish Minister, Herman de Lagercrantz, accompanied the Prince to the ward. As his Highness stepped into the room filled with the cots he bared his head, and walking on tiptoe followed the orderly to one corner, where Prof. Walter B. James, one of the consulting physicians, was, The Prince stopped at the foot of the cot.

'Pearson," said he in Swedish, "do you The head of the sick man moved, but his

eyes were expressionless "Don't you know me, Pearson, I'm the Lieutenant?" the Prince said again, bending down closer to the blond head. The man moved again, but made no sign of recog-

"He does not recognize you," said the "What can be done for him?" asked the

Prince. "I am just about to give him a hypodermic

miection," said Dr. James. The physician Prince, his whole bearing betraying the interest he took in the patient, watched the operation. The Prince, while the doctor was working over the Swede, accidentally tacked up against a cot near by. He turned around and a boyish face, pale and drawn, peoped at him over the top of the coveriet This was James McLaughlin, 11 years old, al with stomach trouble.

"What ails you, ray son?" said the Prince. My Letly aches," replied the youngster. "How long have you been here?" asked o i race.

"A long time," the lad replied. "Well, I hope you are better soon," said he royal Swede.

"Thank you, sir; I hope so, too,

Returning again to the able seaman's cot the Prince ordered that a new suit of clothes be sent to the hospital for him.

"I am very much concerned about this ase," said the sailor Prince, as he is known among his countrymen, "and I wish you would tell me if there is any danger of

"There is danger." the doctor replied "the man's left lung is affected, but we hope to be able to pull him through.

"Weil, I would greatly appreciate it, aid the Prince, "if you would send me news twice a day of the sailor's condition The doctor ordered this to be done. Wilnelm, it was said, had known Pearson ever since the Prince began his career in the

nevy, but he is no more kindly disposed toward him than he is toward all the other From the hospital the Prince went in the

sutemebile through Fifty-ninth street to Broadway, down Broadway to Twentysecond street. then over to Fourth avenue and down the Bowery. Many along the sidewalks recognized the slender young man with the big Panama hat and waved tings. In return he doffed his hat. The Prince was greatly interested at first

in the Bowery, but by the time he had got to Grand etreet he cared to see no more. "The people here seem to be unhappy. said he. "Everything is noise and confusion; it is depressing. Let us go on anothe

turned west into Grand street and then into Centre. The machine stopped for a iew seconds in front of the Tombs and again at the entrance to the Brooklyn Bridge. It was 2:30 P. M., when the Prince and his party, including Minister de Lagercrantz and his wife, Commodore Lindberg, com-

mander of the Fylgia, and Capt. Klercker, the Prince's naval aide, arrived in front of the Singer Building in course of erection at Broadway and Liberty street. The Prince's aide had telephoned to the Singer company shortly before noon asking permission to go up on the structure. His Highness, the aide said, was greatly interested when he heard that this new skyscraper was to be the tallest in the world

ud he expressed a desire to view New York from it. The Prince's idea was that he could get a better idea of the immensity of the city in that way than he could by any mount of sightseeing. The contractors who are putting up

giant began preparations at once for the toyal visit. The dirty elevator in the centre the building which runs now to the

Continued on Second Page

Every business morning "The May flower Limited" leaves Grand Central Station for Boston at 8 A. 4.

FOUGHT ENRAGED FATHER,

Bellevue Hospital Had to Subdue Nelman -Chauffeur Had Injured His Daughter. Physicians and attendants at Bellevue had to fight with an enraged father last night in the reception room of the hospital to prevent him from doing injury to Andrew L. Bender, a chauffeur, who had run over and seriously injured his daughter earlier in the evening. After a rough and tumble encounter on the floor John T. Neiman the father, was subdued and Bender was

hurried to a police station under arrest. Bender lives in Tarrytown and is employed by the Maxwell-Briscoe Company, which has a garage at 317 and 319 West Fifty-ninth street. He is considered an expert driver. Last night he was taking a big red touring car containing two women east through Twenty-fourth street. Just opposite her home, at 404 East Twentyfourth street. Annie Neiman, 13 years old. was playing hide and seek with some companions. She jumped from behind a barrel as Bender's car was passing at moderate speed and was thrown down and run over by one of the wheels.

The women in the car told the chauffeur to take the injured girl to the hospital They got out and hurried to the elevated station while Bender picked up the girl and started to take her with him to Bellevue A crowd, which had quickly gathered

followed him on the run.
When Dr. Gordon Lindsay, who attended the girl at Bellevue, told Bender that she was seriously injured internally the man on the Prince's flagship, Fylgia, is the man | fainted on the floor of the reception room. Just as he was restored to consciousness Neiman, the girl's father, rushed in very much excited. Then the struggle took place. Policeman Griffin of the East Thirty-fifth street station, stationed at the prison ward of the hospital, hurried to the reception room in time to help subdue the excited Neiman. Bender was then locked up at the East Twenty-second street station. The girl will probably recover.

NEW PUBLIC PRINTER.

O. J. Ricketts Likely to Succeed Stillings, hose Resignation May Be Requested. WASHINGTON, Aug. 29 .- It is said here that the President is likely to appoint Oshe got under way from the hotel. His car J. Ricketts Public Printer to succeed Charles A. Stillings whose retirement from the office, by request, is believed to be assured. Mr. Ricketts was formerly foreman of printing and public printer ad interim, but went out under the Stillings régime. He is thoroughly familiar with the affairs of the big printing office and has a strong backing, which, it is said, is likely to land the job for him.

Representative Sherman, chairman of the Republican Congressional Committee, is reported to have presented to the President the necessity of asking for the resignation of Mr. Stillings, who has made himself unpopular by his management of the printng office and is thoroughly disliked by the unions, which are determined to make a fight upon him, and it is said will carry the saue into the campaign next year if he is not removed.

19 YEARS FOR STRONGARM MAN. Favor of Politicians Bidn't Help John Barry

With Judge Whitman. Judge Whitman of General Sessions made the usual court crowd sit up yesterday when he sentenced a strongarm man to Sing ing for nineteen years and eight months. The prisoner, John Barry, who is known under other names, had been convicted of robbery in the first degree for hitting José Medina, a Cuban. over the head with brass knuckles. Barry enticed Medina to The Bronx and robbed him of \$360, a gold watch and a diamond ring worth \$275 after he had eft him for dead in the road

Barry is a pickpocket who has been a handy man for certain political leaders. The politicians did not desert Barry when he got into trouble and it is understood that they importuned Judge Whitman to let him off with a light sentence.

When Barry was arraigned yesterday his counsel made a speech saying that there was doubt in his mind of Barry's guilt, although he had been convicted by a jury. The lawyer said that while the police had made out a strong case, yet he felt that justice would be served if Barry spent a year in the Elmira Reformatory. "But of course that is within the discre-

tion of the Court," added the lawyer. "The sentence of the Court," said Judge Whitman, "is that the prisoner be confined for nineteen years and eight months in Sing Sing Next case!"

NO STAMPED ENVELOPE SUPPLY. Post Office Can't Fill Orders Owing to Change in Contractors.

Uncle Sam's stamped envelopes and wrappers, upward of 3,000,000 a day, are now made at Dayton, Ohio, instead of Hartford Conn., and the change has bothered a lot of people who ordered recently arge quantities of stamped envelop or wrappers and didn't get them on time.

A firm which deals extensively in stocks and bonds ordered on June 27 from the New York Post Office a quantity of stamped envelopes of the two cent variety and hasn't got them yet. One of the me of the firm wrote sarcastically to THE SUN

"Through your valuable paper," the letter read, "cannot you force legislation n such a way as to have the United States Government domineered over by a utilities

"The Government is 'acting in restraint of trade,' it would seem to us, which almost deserves criminal prosecution, in making it impossible for letters to be sent through the mail.

"We presume that the Government is so busy purifying the morals of all the corporations that they have been a little pressed for time in laundering their own vestments. Don't you think so?"

Postmaster Morgan explained yesterday that the order referred to was never received, and that the fault in that particular ease did not lie with the Post Office Departnent. Other delays in filling orders for stamped envelopes and wrappers are explained in this way by A. L. Lawshe, the

Third Assistant Postmaster-General:

"The contract for supplying stamped envelopes and newspaper wrappers was warded on July 1 to the Mercantile Cororation, Dayton, Ohio. To meet the repuncments of the Department the plant and its machinery were installed in less than three months, and it was expected that in the three months, and it was expected that in the beginning of operations under the new contract there would be more or less imperfect work, delay and some mistakes. Such things are inevitable in the handling of an output of envelopes and wrappers aggregating upward of 3,000,000 a day."

The Third Assistant Postmaster-General explains also in a circular letter to postmasters that the new contractor is making every effort to make deliveries promptly.

MR. FISH IS KEEPING MUM

WHILE MR. HARAHAN MAKES RE-MARKS AT LONG DISTANCE.

His Dignity, However, Forces Him to Stience About Certain Occurrences -Harriman People Know What Those Resolutions Centain, but They're Not Talking.

Stuyvesant Fish refused again yesterday to give out the resolutions which he attempted to present at the Illinois Central eeting Wednesday and which led President Harahan to bring on himself a thrashing at Mr. Fish's hands. The resolutions, it was intimated, would be presented at the annual meeting of the Illinois Central stockholders.

A copy of them is in the hands of one of the Illinois Central officials who is under Mr. Harriman's influence. It is not expected that they will be divulged from this source, but there are reasons to believe that the stockholders will be informed of the substance of them before the annual

It became known yesterday that not only Robert Walton Goelet but also Charles A. Peabody and Walther Luttgen left the board meeting at about the time Mr. Harahan indiscreetly attacked Mr. Fish's veracity. They had business at another board meeting, it was explained, and also had no desire to remain as witnesses of the

Mr. Fish's statement, it was said on the authority of one of the Harriman directors, contained much more than a charge that the road was being conducted in the interest of the Harriman lines rather than in that of the Illinois Central stockholders. Among these other charges are accusa tions affecting the financial management of the company in other ways.

CHICAGO, Aug. 29.—President Harahan of the Illinois Central, who left New York on the earliest and fastest train after the meeting of the directors on Wednesday. arrived this afternoon. He delivered him-

self of these remarks: "On my arrival in Chicago this afternoo from New York I find in the papers articles elegraphed from New York concerning an alleged occurrence reported as having taken place at a meeting of the board of directors held yesterday. These publishe

reports do not state the facts. "My duty and my honor will not allow me to discuss matters of occurrence considered or taking place at the meetings of the board of directors; nor will my dignity permit me to publicly discuss personal matters further than to deny the reports which undoubtedly emanated from the the same source as the reports appearing in to-day's papers, and which have been frequently published, to the effect that the friendship which existed between Mr. Fish and myself was broken just prior to my election as president in November, 1906 The fact is Mr. Fish's actions had severed that friendship several years prior to that

"Reports have also been published to the effect that during the long friendship of were given me through the influence of Mr. Fish. As a matter of fact my connec tion with the Illinois Central Railroad Company began with my election as second vice-president by the board of directors in 1890, and I continued in that capacity until my election as president by the board of directors in November, 1906."

J. T. COMMOSS A SUICIDE.

Found Beside Him.

Joseph T. Commoss, a manufacturer ernamental flooring, was found dead in the bedroom of his apartments at 913 Longwood avenue, The Bronx, last night. He came home shortly after 6 o'clock last night. His family are away. Later in the evening the tenants on the floors above the Commoss apartments complained to Edward Murphy, the agent for the house, about the smell of gas. It was traced to the Commos apartments

Mr. Murphy and others found the doors leading to the apartment locked, as were the windows. They gained an entrance by climbing up the fire escape and forcing open a window. Mr. Commoss was found fully dressed and lying on his bed. Gas was scaping from a jet in the centre of the room A physician summoned said that he was

That Mr. Commoss committed suicide was made apparent by a note he left in which he requested that W. A. M. Watson of Cranford, N. J., and Frederick T. Commos of 29 Broadway be notified of his death On the bed beside the body was a letter from C. T. Otis of 149 Broadway. The letter was an agreement and read in part :
"In consideration of the sum of \$6.500,

Joseph T Commoss gives up all interest in the business of manufacturing ornamental The agreement is signed by "Anna Otis as a witness. On the bottom of this letter Mr. Commoss had written:

"The withdrawal is without my knowledge and consent, and therefore null and void." HAMBURG LINE CUTS RATES

To Mediterranean Ports-Looks Real Rate War.

The steamship rate war broke out in fresh place yesterday. The Hamburg-American Line announced to other mem bers of the North Atlantic conference and to the Cunard line that its minimum rate after September 1 to Mediterranean ports by the steamships Hamburg and Moltke would be respectively \$80 and 200. That means a reduction of \$15 by the Hamburg and \$5 by the Moitke.

This is a slap at the Cunard Line an practically a renewal of the old fight, on Mediterranean rates which was adjusted two seasons ago. The minimum rate of the Cunard line by Caronia and Carmania is \$95, and Vernon H. Brown said he had not been authorized to make any reduction. It was hinted that the Internationa

Mercantile Marine, controlling the White Star, the Atlantic Transport, the America and the Red Star lines, might be heard from in a few days. There is a distinct impression among shipping folk that s real rate war is on.

Labor Day Service Atlantic City, New Jersey Central trains for Atlantic City lv. New Jersey Central trains for Atlantic City lv. W. 23d St. at 230 A. M. daily (12260 P. M. Sata.), 3:20 P. M. (2:30 P. M. Sun.), Lv. Liberty St. 10:000 A. M. daily (1:00 P. M. Sata.), 3:20 P. M. (2:30 P. M. Sun.), Special vestibuled (rain with Pullmans leaves Atlantic City for N. Y. 5:30 P. M. Labor Day.—Adv.

COULDN'T STOP LA FOLLETTE.

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Senator and Audience Went to Street When School Official Objected to Address.

PITTSBURG, Aug. 29.—United States Sena tor Robert M. La Follette of Wisconsin had a tilt with County Superintendent of Schools Samuel Hamilton this afternoon when the Senator arose to address the Allegheny County School Teachers' Association at Carnegie Institute

The Senator said he had been warned not o discuss party politics, but announced that he would say what he pleased. Hamilton, who introduced the Senator, arose and nsisted that politics be eliminated. After an exchange of warm words the Senator began his address on "Representative Government."

Later Hamilton interrupted La Follette while he was telling how the Pennsylvania Senators voted against his amendments to the rate bill and told the Senator he must stop. The audience insisted he should continue and La Follette announced that he would finish his address in the street if any one cared to hear him.

Fully 1,500 people followed the Senator to the steps of Carnegie Institute, where he continued his address for over an hour. He was repeatedly cheered and was urged to give a fuller account of the votes of the Pennsylvania Senators.

AIRSHIP BANGS A SCHOOL.

Caught in a Gale, Knabenshue Machi Lands on Cupela at Toronto.

TORONTO, Aug. 29.-The Knabenshue air ship left the exhibition grounds at 12:06 'clock this afternoon, sailed for half a mile n the direction of the city hall tower and then landed on the cupola of Crawford street school, smashing a portion of the frame and leaving its pilot, Gail Robinson, n a perilous situation.

A rope was taken up to Robinson and he secured the airship, which later was pulled down into the schoolyard, where thousands viewed it. Robinson ascended to about 700 feet. The engine was working nicely and he headed the airship direct for the city hall tower.

He had proceeded about half a mile when the engine stopped and the ship was thrown broadside into a heavy wind which was blowing from the southwest. Robinson got down on the frame and started the engine, but a wind, amounting at that height almost to a gale, was pressing him toward the earth. He turned westerly

before the wind and was descending rapidly "I saw a long freight train a pproaching and it seemed as though I was going to drop right on the train," said Robin after the flight. "I threw out my fifty lescended right on the cupola of the school building. I had no right to make an ascent n such a wind, but the directors were in portunate and the press equally so. The public was egging them on, and I decided o go up if it was my last day of life." He declares that he will try the trip again

o-morrow. PRESIDENT BARS AUTOMOBILES.

to Sagamore Hill. OYSTER BAY, N. Y., Aug. 29.-There appeared to-day at the intersection of the main road and the Sagamore Hill drive Automobiles Not Allowed."

Until the present season Sagamore Hill had seldom if ever been profaned by a devil wagon. This summer the Government autos which carry the Secret Service guard about established a kind of preceden and official visitors who came in auto mobiles have been permitted to drive their cars up to the President's house. Sight-seers who have had no appointment with the President are allowed to drive through the grounds and around the house provided they do not stop on the way. Many of these come in automobiles, and the Secre Service men have been kept busy explaining why some automobiles are allowed

in the grounds while others are not. The sign, written in letters so large that he who runs a machine may read, is expected to simplify matters, because between 75 and 106 people make the tour of the grounds each day. They are almost without exception out of town visitors.

KING REBUKES VILE SHOW

English and Americans Follow Him Fron

LONDON, Aug. 30.-The Marienbad corespondent of the Standard is response for the following description of King Edward's severity as a censor of amuser His Majesty passed Thursday with Abbot Holmer of the Monastery of Teple, where he lunched and talked politics with the abbot, who is a member of the Austrian back to Marienbad in an automobile, and with the Duke of Teck and the members of his suite visited a local theatre, where a variety entertaiument was given. The performance proved to be so scandalous and the songs and recitations so exceede the limits of decency that the King afte hearing a few numbers on the programm

left the royal box and the theatre, declaring: "It is horrible. It is appalling." The Duke of Teck and the other invited guests all followed. Immediately upor the King's departure all the English and Americans present rose and walked out to show they shared the King's indignation This conduct caused extraordinary excitement among the crowds gathered outside

the theatre. The manager of the place drove at a late hour to the Hotel Weimar, where King Edward is staying, to offer apologies fo ot having apprised him beforehand of the nature of the performance, but it was not known at the time of telegraphing whether he was admitted to the royal

St. Louis, Aug. 29.-The body of Broen Haagsma, Consul at St. Louis for the Netherlands, was found in the Mississippi River here to-day. It is believed that while in a state of mental aberration he had walked

I.ABOR DAY SPECIAL interning from Atlantic City Monday, Septembe la Pennsylvania Ralirond. Leave Atlantic Cop. M. Parior Cars, Bining Car. Coaches. — A

HUGE BRIDGE FALLS; 75 DEAD

QUEBEC'S \$10,000,000 SPAN DROPS INTO THE ST. LAWRENCE.

The Unfinished Steel Structure Was Swarm ing With Workmen, Chiefly From Pennsylvania - Disaster Due to Overloading With Material-Many Injured.

QUEBEC, Aug. 29.-The immense new \$10,000,000 steel cantilever bridge which was in course of construction across the St. Lawrence River at Levis, nine miles above the city of Quebec, collapsed late this afternoon. carrying down more than one hundred workmen, for the most part steel workers and riveters.

The collapse of the huge structure, with the great loss of life it entailed, has caused the greatest excitement here and at Levis and it is difficult to get correct details. It is thought that the loss of life will be at least seventy-five. Only a few of the big corps of work-

men who were engaged in various duties escaped. The collapse is thought to have been due to the overloading of the superstructure with bridge materials. It occurred at an hour when the workmen were all in their places, preliminary to finishing the work for the day.

When the fall of the giant structure cam the great sections of structural work with which it was being built prevented many of the workmen from drowning in the St. Lawrence River. Those who were not stunned by the terrible tumble from the superstructure seized the girders which while resting on the river bottom projected above the surface and were taken off by boatmen

Only a few of the dead and of those fatally hurt were residents of Quebec. The mer were all employed by the contracting firms which are building the structure, and most of them live in the United States. Many of them were from Pennsylvania.

The contractors' offices on each side of the St. Lawrence at the point where the bridge fell were the first to send the news of the accident to Quebec. There are no hospitals in the immediate vicinity of Levis, and few physicians could be ob-

The bridge was being built by the Quebec Bridge Company, a local concern, and its construction was started three years ago. The steel work, which was the feature of the bridge, was being done by the Phoenix Bridge Company of Phonixville, Pa. The contractor for the masonry was M. P. Davis, one of Canada's biggest contractors. Only the men employed by him were Canadians, and but few of them were on the bridge at the time of the catastrophe.

The steel work of the middle span, which was to be 1,800 feet long, and the longest in the world, had not been started yet. Late details of the disaster show that the collapse was caused by the giving way of the anchor or first cantilever span of the bridge. The span carried the structure

almost half way across the river to the point where the long middle span, which was to be the longest in the world, was It is said at Levis to-night that labor troubles which have caused trouble among the steel workmen on the bridge for a long time may have had something to do with

the collapse, although it is difficult to believe that such a terrible disaster could have been deliberately planned and accomplished The big span which collapsed went without the slightest warning to the hundred or more workmen who were on it at the time and toppled over into the water

hundred feet below like the frailest kind of a structure It wasn't long after the bridge fell that i became dark and then the work of rescue which had barely been begun, had to be almost abandoned because there was absolutely no light for the rescuing party to work by. A big bonfire was built along the river, but it didn't furnish enough

light to help much.

The officials, including the Coroner, who hurried to Levis when the news was sent out, were apparently unable to reach any idea of what was expected of them. The Coroner speaks no English, and the contractors who were doing the steel work were not willing to give out the least bit of information.

From the flickering glare of the bonfires along the shore many bodies of the victime could be seen floating on the surface of the river, but the rescuing party had its hands full and had to let many of the corps sweep on down the stream.

Up to 10 o'clock to-night about a dozen bodies had been recovered. A few injured men were taken out of the water half drowned and rushed to the Levis Hospital where at a late hour there were a dozen

There is no doubt that the Canadian loss of life is not serious, for the only workmen outside of the steel workers from Phoenixville, Pa., who were employed on the spar were Canadian Indians. It is hopeless to attempt to get even a partial list of the dead, for the search for more bodies has been regarded as of more importance than the identification of those already found.

The fact that the Levis side of the river can only be reached by a drive of nine miles by team accounts for the fact that so far Quebec has done almost nothing to aid in the rescue work. Many workmen pulled out of the river

alive could have been saved if there had

been physicians at the scene to resuscitate them. As it was they died before they could be taken to the small hospital at The collapse of the bridge is a big blow to the hopes of Quebec, as it was expected that it would be finished next year. It

was to have linked the New England railroads directly with Quebec, and was ex-pected to bring the city in much closer touch with the cities of New England and the The steamer Glenmont had just cleared the bridge when the first section fell. The water thrown up by the debris flew over the bridge of the steamer. The captain immediately lowered boats, which were rowed backward and forward over the sunken wreckage for half an hour. But there was

Noet Wins by 2,002 Votes.

Jackson, Miss., Aug. 29.—According to figures given out by the Democratic State committee, which met to-day, Noel defeated Brewer for the nomination for Governor by 2,002 votes. The total vote was 114,812.

FALLS 1.500 FEET AND LIVES. Aeronaut Falls to Cut Away Parachute and

Comes Down With Empty Gas Bag. NEW BEDFORD, Mass., Aug. 29 .- "Professor" Maloney fell 1,500 feet with a balloon at the fair grounds in Barnstable to-day. He struck a fence post and his back was badly lacerated and his left arm

broken, but he is expected to live. A crowd of several thousand at the county fair were watching Maloney.

After rising 2,000 feet above the earth he was seen to be preparing for descent, but he failed to out the parachute away. For two miles Maloney floated, the hot air gradually leaking from his balloon. Suddenly the canvas bag collapsed and fell about the aeronaut's body Thus wrapped up and unable to see. Maloney fell to earth He struck a fence post some distance from the fair ground and a number of motorists, among whom was Gov. Guild hurried to aid him.

SECY ROOT'S TRIP TO MEXICO.

Will Leave Washington on Sept. 25 and Will Reach the City of Mexico on Sept. 30. WASHINGTON, Aug. 29 .- According to the itinerary of Secretary Root's trip to Mexico as announced to-day, he will leave Wash ington aboard the private car Signet at 3:40 on the afternoon of September 25, ar-riving at St. Louis at 7:10 the following day. From there he will go to Texarkana, the to Longview and Palestine, Tex., and arrive at San Antonio at 6:30 on the morning of September 28. He will make a short stop there and will be the guest of the Inter-

national Club at a banquet. He will reach Laredo on the afternoon of that day and will there transfer to Presi dent Diaz's private train, which will be sent to the border to meet him. The first important stop on Mexican territory will be at San Luis Potosi on the afternoon of September 29. He will reach the city of Mexico at 6:30 on the afternoon of Sep-

DENVER OUT TO HEAR TAFT. Thousands Greet the Secretary When He Arrives in the Early Morning.

DENVER, Aug. 29.-Five thousand people gathered at the Union Station at P:30 A. M. to welcome Secretary Taft and 50,000 massed around the State Capitol in the afternoon to hear him speak, while other thousands lined the streets in the business section through which he passed.

His first act after getting to his hotel was to summon a throat specialist, his voice having given out in Kansae, so that he was quite hoarse when he arrived. He was in fair voice when he spoke this afternoon. His speech was much the same as that delivered at Columbus, Ohio. Secretary Taft left to-night for Yellow stone Park.

PUT SHOT HITS A MAN. Bothner, the Wrestler, Arrested After an

Accident at a Political Picnic.

George Bothner of 766 Home street The Bronx, the champion middleweight wrestler who two years ago foiled the attempt of Higashi, the Japanese, to prove the superiority of jiu-jitsu over catch as catch can, went along with the Osceola Club district on their annual outing at Witzel'

Grove, College Point, L. I., yesterday. When the games started Bothner set out to break the sixteen pound shot putting record. The shot slipped and hit Herman Wistuber of 633 Tinton avenue, The Bronx, in the head At the Flushing Hospital las night it was thought that Wistuber's skull

was fractured. Bothner was arrested and paroled. LINEN COLLAR SAVED HIS LIFE. Bolt on Locomotive Caught Collar and Held

Wearer's Neck From Rail. WILKESBARRE, Pa., Aug. 29.-A liner collar saved the life of Edward R. Connerly at Glen Summit this morning. He was doing some work along the railroad track and was run down by a Lehigh Valley locomotive. He fell directly before the front wheels, but a projecting bolt caught his collar and held his head a few inches above the rail while the locomotive dragged him

He was half choked and fainted when reeased by the train crew; but speedily recovered. Aside from a few bruises he is

MILITIA TO GUARD- NEGRO. Florida Governor Protecting Man Who

Killed Georgia Posse Leaders. ard has ordered the local militia company to hold itself in readiness to protect George Williams, a Georgia negro who, pursued by ten armed men in automobiles, surren-

Williams is charged with killing Marshal Cargell of Cairo, Ga., and while trying to escape from a posse, killing two of the posse

FOUR WEEKS OF NIGHT COURT. The Number of Cases Brought Up

3,474 in Twenty-eight Days. Lieut William J. Ennis of the Jefferson Market police court squad has submitted a report to the Police Commissioner on the work of the first four weeks of the night police court. It shows that 3,474 prisoners were arraigned there in twentyeight days, or about 124 a day. August 1, the first night, with 239 prisoners, was the heaviest grist and August 9, with sixty-

three, the lightest.

By way of comparison, Chief Clerk
Courtney N. Kennelly of the West Side
police court, one of the busiest in the city,
says that the number of prisoners arraigned
there now number forty a day on the average. Before the night police court was
established, Mr. Kennelly said, from seventy
to sighty prisoners a day was the usual to eighty prisoners a day was the usual number in the West Side court

"CRIME WAVE" SENTENCE. Justice Wyatt's Reasons for Giving a Prisoner Thirty Days in Jail.

Presiding Justice Wyatt in the Court of Special Sessions made this comment yesterday as he sentenced Jacob Kamer. 35 years old, a tailor of 294 Rivington street: "Any man who in these strenuous newspaper times places his hands on a little

girl that he doesn't know deserves to be sent to prison. You are sentenced to serve thirty days in the Tombs."

Kamer had been convicted of by Justices Wyatt and McKeon. by Justices Wyatt and McKeon, Justice Olmsted dissenting.

ORDERS FOR BETTER TRANSIT

SERVICE BOARD MAKES THEM. SOON TO BE IN EFFECT.

fore Cars on Broadway and on Madison Avenue-Subway to The Bronx Attended To-B. R. T. Garbage Cars to Be Run Night Times Only Thereafter.

The Public Service Commissioners yeserday adopted a series of orders for imovements in the railroad service of the inter-Met and the B. R. T. systems which, when enforced, will increase the travelling facilities of all the roads in this borough and in Brooklyn. These orders will compel the running of more cars in periods of the day and night which are not included in the time known as the rush hours.

Twenty-five per cent. of the Breadway cars which now are turned back at Houston street, compelling passengers to take the car ahead, are to be run through to Murray street: the service on the elevated and subway lines is to be increased one and a half hours before and after the rush period, and the carrying of ashes and garbage over the lines of the Brooklyn Rapid Transit system is to be stopped except at night. The commission also will insist on the running of the Second and Third avenue elevated trains over the subway spur from 149th street.

The commissioners believe that from the evidence which already has been taken in the course of their investigation they would be justified in making these orders at once. The law creating the commission provides, however, that before such orders may be issued public hearings must be held and ten days notice of the calling of such hearings be served on the corporations involved. The dates of these hearings were fixed yesterday. It can be stated that the neetings will be merely formal proceedings to comply with the letter of the law. The commission is satisfied, from the testimony heard at the investigation, that the officials of the companies will not be able to show any good reasons why the orders should not be issued.

In fact it is on the actual testimony given by these officials that the commis are preparing to act. It was brought out in the inquiry that the surface line on Madison avenue was not operated, even in the rush hours, to anywhere near its fullest capacity, and acting on that admission the board yesterday called upon the New York City Railway Company to show cause at a hearing to be held on September 16 why these improvements on the Madison avenue line should not be put into effect

To increase the present service on the Madison and Fourth avenue line from 116th street to Astor place and Broadway by run-ning thirty additional cars south from 118th street to Astor place and Broadway between the hours of 6 o'clock and 9 o'clock A. M. daily except Sundays. To increase the present service on the Madison and Fourth avenue line from 135th

street to Astor place and Broadway by ruh-ning twenty additional cars south from 135th street to Astor place and Broadway between the hours of s o'clock and 9 o'clock A. M., To increase the present service on the Madison and Fourth avenue line from the Brooklyn Bridge by running twenty additional cars north from the Brooklyn Bridge between

the hours of 6 o'clock and 8 o'clock A. M faily except Sundays. To increase the present service on the Madison and Fourth avenue line from Astor place and Broadway by running forty additional cars north from Astor place and Broadway between the hours of half past 4 and 7 o'clock

P. M. daily except Sundays. To increase the present service on the Madison and Fourth avenue line from Astor place and Broadway by running thirty additional cars north from Astor place and Broadway between the hours of 7 o'clock and 12 o'clock P. M. daily except Sundays.

To increase the present Sunday service on the Madison and Fourth avenue line by

running forty additional cars over said line To require that destination signs showing the route and all points of destination of the cars should be provided and conspic displayed upon each car run over the Madison

and Fourth a venue line To require that signs giving the "run" number of the cars should be provided and con-spicuously displayed upon each car run over the Madison and Fourth avenue line. When President Shonts of the Inter-Met was on the stand he asserted that the com-

pany was unable to operate more cars

than it now runs in lower Broadway be-

cause of the congestion of the vehicular

traffic. The orders the Commissioners intend to issue relating to the lower Broadway service, however, are: To increase the service upon the Broadway line and the lines run in connection therewith and in continuation thereof over Columbus avenue and Lenox, Seventh avenue and Lexington avenue, in the borough of Manattan, city of New York, and to deter the reasonable extent of such increase and the

distribution of the increased service over said To increase the service on Broadway be tween Houston street and Murray street, requiring 25 per cent. of the cars whose run now terminates at Houston street to be sent through

to Murray street. To require that destination signs showing the route and all points of destination of the cars should be provided and conspicuously displayed upon each car run over any of the

Another announcement made yesterday by the commission was that on September 19 a public hearing would be held to determine whether it would be just and reasonable to require the said Interborough Rapid Transit Company to increase its service in the transportation of persons through the subways and over the elevated railroads in the county of New York by 20 per cent. in excess of its present operating schedules for a period of one hour and a half both before and after the operation of the prevailing fullest schedule in each and every day, except Sundays and holidays, and to increase its service on Sundays and holidays so as adequately to accommo date the travelling public.

For the purpose of doing away with the congestion caused at the 149th street station by transferring passengers from the elevated to the subway systems. method which General Manager Hedley of the Inter-Met testified was adopted to protect the revenues of the company, it was resolved to ask the company run "between the hours of 6 o'clock A. M. and 10 o'clock P. M. daily a number of through trains to and from West Farms over the Second and Third avenue elevated roads, so that one-half of the trains between 149th street and West Farms shall be subway trains, one-quarter Third avenue